



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2204422

Applicant Name: Seattle School District Number One

Address of Proposal: 3429 45th Ave. S.W., Madison Middle School

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a 49,600 sq. ft. addition to and major renovations of an existing public school (Madison Middle School). Project includes parking for 62 vehicles. The project also includes demolition of some existing structures totaling 51,000 sq. ft. A July 2002 addendum to a Supplemental Environmental Impact Statement was prepared by the Seattle Public School District.

The following approvals are required:

SEPA - To approve or condition pursuant to Seattle's SEPA policies. Chapter 25.05, Seattle Municipal Code. (DNS prepared by Seattle Public Schools)

The following Development Standard Departures are requested:

1. To allow less than required on-site parking. - SMC 23.44.017E - (Required 160, Proposed 62)
2. To allow bus loading within the street right-of-way. - SMC 23.44.017G
3. To allow roof top mechanical equipment and penthouses to exceed the height limit. – SMC 23.44.012 (Existing building to be renovated is 35 feet tall, equipment is expected to extend an additional eight feet.)

SEPA DETERMINATION:

☐ Exempt ☐ DNS ☐ MDNS ☒ EIS*

☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

* Environmental Documents and SEPA Threshold Decision done by Seattle School District Number One.

BACKGROUND DATA

Site and Vicinity Description

The proposal site is the site of the current Madison Middle School in the Schmitz Park neighborhood of West Seattle. Designed by Floyd Naramore and completed in 1929 (with an addition in 1931), the main building is characterized by “modified collegiate Gothic details.” This “main building” consists of a three-story building oriented along 45th Ave. S.W. and a two to three story portion extending westward. A gymnasium, located south of the main building was built in 1971. Designed in the “Brutalist style,” the gymnasium is a separate structure with no architectural connection to the original school. Portable classrooms on the site date from the 1960s.

In January of 2002 the City of Seattle designated the Madison Middle School a Historic Landmark. That designation provides the features of the landmark to be preserved, include: “The exterior of the building, the main entrance hall and lobby with coved ceiling and cast plaster ornament, and the site, excluding the 1971 gymnasium building and the portables.”

Bus loading is concentrated along the front façade of the school on 45th Ave. S.W. and wraps the corner onto S.W. Hines St. to accommodate up to 16 school buses. There is no on-site visitor parking and only a single small parking area on the site.

The school site is a full block, 7.92 acres in size, separated into two, approximately equally sized, half-block terraces. The westerly terrace is approximately 55 feet lower than the floor elevation of the main building on the easterly terrace area.

The surrounding area is entirely single family in zone and use with the notable exceptions of the commercial area along California Ave. S.W. which is two blocks to the east, an elementary school three blocks to the west and West Seattle High School approximately two and a half blocks to the northeast. Topography for many blocks in each direction reflects a steady down slope to the west with views of the Sound and Olympic Mountains available from many locations, including from buildings on the school stie.

Proposal Description

The proposal for the Madison Middle School site includes the construction of a new school building to replace the one-to two-story build comprising the westerly portion of the landmarked 1929 structure. The new building would occupy 49,665 sq. ft. and extend west of the main three-story building. The new building will include two terraces to conform with site topography and come within approximately ten feet of the playfield on the western portion of the site. The historic three-story building would undergo internal modifications leaving the exterior façade essentially unchanged. The gymnasium would undergo internal improvements including installation of an elevator. Four portable classrooms will be removed or demolished. The existing parking lot on the north side of the three-story building would be reconfigured and its capacity reduced from 25 stalls to 16. A small asphalt play area on the southeastern portion of the site would be reconfigured to accommodate 40 parking spaces, including eight to be designated as parent drop off spaces. This parking area would require a new driveway along S.W. Spokane St.

An area of slopes greater than 40% runs along the “spine” of the site from north to south separating the two terraces. This slope has received a Limited Environmentally Critical Areas Exemption (2204783) exempting it from development standards which would limit disturbance while continuing to require other measures such as soils review and erosion control. Grading and construction of several walks and an amphitheatre are planned in this sloped area.

Public Comments

A public meeting of the Development Standard Departure Advisory Committee (“Committee”) was held on October 3, 2002 at which public comment was received. At this well attended meeting a broad range of support for the project was expressed. One person expressed an opinion that it is unnecessary to demolish any portion of the existing brick buildings and that this should not happen. The project file contains four post cards with comments about the proposal. Also in the file are two 8 ½ by 11 inch sheets, stapled to each other, with photocopies of five cards from five more individuals expressing concern about the demolition and concern about parking and school bus traffic.

ANALYSIS - Development Standard Departure

This Development Standard Departure process is being conducted pursuant to the provisions of Seattle Municipal Code sections 23.79.002-.012. Pursuant to these provisions an Advisory Committee was convened, public comment received, and a written recommendation to the Director of DCLU made. This analysis and decision is made pursuant to the requirements of SMC section 23.79.010 that the Director determine the amount of departure to be allowed as well as mitigation measures to be imposed. Criteria set forth in the applicable code sections are to be used for both the Committee’s recommendation and the Director’s decision.

The Report of the Director of the Department of Neighborhoods reads in part as follows.

“Departure #1 Reduce on-site parking requirements from approximately 160 to 62 spaces

“A. Review of Departure Request in Relationship to Approval Criteria

“(1) Relationship to the surrounding areas:

“(a) Appropriateness in relationship to the character and scale of the surrounding area – The surrounding area consists of medium sized single family homes on standard 600 by 250 foot blocks. All streets in the area are paved with concrete surfaces, curbs gutters and sidewalks. All of the blocks surrounding the site include developed alleys providing access to the rear of lots for off-street parking and garbage pick-up. The majority of lots are presently developed and only modest re-building or new development is occurring. The closest traffic and parking generators are two blocks to the west where a mix of retail-commercial and medium density residential use strings out along California Avenue.

“The result of this pattern of development is an area with only modest traffic and little parking congestion. The Seattle School District commissioned a study of parking availability as a part of their presentations to the Departure Committee. The study looked at the amount of available parking within 400 feet of the school site boundaries. It was determined that there were 480 available parking spaces within this 400-foot distance. Parking utilization of these spaces were evaluated for both day and night. Twenty-five percent of these spaces were used during the daytime and between 24% and 30% during the evenings. This indicated that at least 280 free spaces were available at all times during normal Madison Middle School operational hours.

“(b) Presence of edges, significant setbacks, major arterials, topographic breaks, and similar features which provide a transition in scale – The characteristics of the site make construction of additional surface parking difficult. The major open spaces on the site are located on the lower plateau down a 25% slope from the main site. In addition, the lower plateau is the only area large enough to accommodate a soccer field and running track.

“Hillside between the two plateaus taken from the lower plateau soccer field with a portion of the existing school visible on upper plateau

“(c) Location and design of structure to reduce the appearance of bulk – This criterion does not apply to this departure request

“(2) Impacts on housing and open space:

“Since the reduction in required parking is partially the result of a desire to retain the lower plateau in recreational use, the impact of granting the departure will be generally positive on open space.

“The impacts on housing will be mixed. There was some testimony to the Committee from those living in the immediate block east of the school, that on-street parking in front of their homes has been troublesome. Others noted that the location of entrances to the proposed off-street parking

lots further exacerbated an already worrisome situation at the intersections of Spokane and Hinds Streets and 45th Ave. SW. However, since parking utilization studies indicate that parking is generally available at all times during school hours, this localized impact appears manageable. Nonetheless, Committee members concluded that some conditions should be imposed on the granting of this departure.

“(3) Need for Departure:

“(a) The topography of the site constrains the available land area that could be dedicated to parking – The present grading of the site into its two terraces greatly constrains land area available for parking. The lower terrace is totally devoted to the soccer field and running track. It is proposed that it remains so used. In addition, the steep intervening area further reduces the site area. The result is that the usable upper portion of the site is about 4.66 acres or just below 59% of the available site. This area is further restricted by required setbacks so that the usable site is likely closer to 3 acres.

“Given the present building footprint, the requirements to preserve the facades of the 1929 building, and the need for maintaining visitor and parent drop-off, only two areas to the north and south of the building are actually available for parking. The area at the southeast portion of the site is relatively flat and lies in the in-fill between the building and the gymnasium. This area is proposed for visitor parking and drop-off. The area to the north is slightly larger, but more severely constrained by topography, even partly grading in to the terrace this restricts the available area for parking

“B. Committee Recommendation

“While the Committee generally agreed that the departure for less than required parking should be granted, it concluded that some conditions should be imposed to assure that the on-site spaces are fully and efficiently utilized before on-street parking is used and that the District assist with efforts to address long-term traffic conflicts at key intersections along 45th Ave. SW.

“Recommendation 1 - The departure for less than required parking be granted with the following conditions: 1) that the parking lots be available to the general public 24 hours per day; 2) that the greatest number of staff as practical shall be assigned to park on-site; 3) that the school develop a plan for parent loading and unloading administered by the school and heavily publicized to the parents; and 4) that the District apply for, and aggressively pursue, installation of four-way stop signs at the intersections of 45th Ave. SW and SW Spokane St. and 45th Ave. SW and SW Hinds St.

“Departure #2 Allow building height to exceed current limits by five feet to accommodate rooftop mechanical penthouses

“A. Review of Departure Request in Relationship to Approval Criteria

“(1) Relationship to the surrounding areas:

“(a) Appropriateness in relationship to the character and scale of the surrounding area – The surrounding community consists of uniformly modest-sized single family homes. The Madison Building itself is constructed right to the 35-foot maximum height. It stretches linearly north-south along most of an entire block front. When built, Madison Middle School was monumental in relationship to all that surrounded it. That situation continues to exist today.

“As a result of its linear design and height, the building is an easily identified visual feature in the neighborhood. Its distinctly different style adds to its easy identification. Especially when viewed from the west, because it sits at the crest of a steep rise, the building dominates the horizon. From this direction, the building is easily identified from several blocks away. The building appears somewhat less monumental when viewed from the north, south, or east. From these directions the major views of the building are mainly, but not totally, limited to the block fronts facing the school. The school is slightly visible from some portions of California Avenue and from the West Seattle High School site.

“The question for the Committee was whether an increase in the height of centrally located rooftop mechanical penthouses would either add to the apparent bulk and height of the building, or conversely detract from its existing landmark status as an easily identifiable visual feature in the neighborhood. The District presented the results of sight line studies that indicate that the placement of the mechanical penthouses will mean that the increased height will not even be visible to most looking at the building. Its apparent visual height will remain unchanged. The penthouses would be located in the center of the building and set back so that they would be obscured from sight by the building wall. Calculations indicate that the penthouses would be visible only once a person was 750 feet from the west and 400 feet south. In no case would the increased height be apparent from the adjacent blocks. Beyond this distance, the building blends into the general background.

“(b) Presence of edges, significant setbacks, major arterials, topographic breaks, and similar features which provide a transition in scale – The location of the school on the eastern half of the site helps reduce the effects of the increased height when viewed from the west. The school sits in the middle of a uniformly residential area, and there are no major arterials or significant edges that either add to or detract from the appearance of bulk when viewed from the east, north or south. However, the steep fall-off to the east might exacerbate the appearance of bulk when viewed from the east. However, the location of the major development on the east portion of the site and the location of the intervening soccer field and track moderate this.

“(c) Location and design of structure to reduce the appearance of bulk – The building renovation is being designed to reduce the actual and apparent bulk of the mechanical penthouses. The existing building has a wood roof over an underlying concrete slab roof. This wood roof is about four feet higher than the underlying concrete roof. During renovation, the wood roof will be removed. The surrounding walls or parapets would remain. The mechanical equipment would sit on the concrete slab four feet below the existing roofline. However, since the mechanical penthouses would be about 8 feet in height, they would still extend up to four feet above allowed height.

“In addition the penthouses have been located in the center of the roof and away from the enclosing parapet walls. As a result the mechanical penthouses would be obscured from sight from most close in locations.

“(2) Impacts on housing and open space:

“Since sight line studies indicate that the increased height should not be visible from properties near the school, granting the departure should have little or no effect on nearby homes or major views from open spaces.

“There was some concern that noise from the mechanical equipment might interrupt the tranquility of the neighborhood, particularly at night for nearby homes. District staff assured the Committee that the equipment would meet all codes and that nighttime noise would be kept below ambient levels.

“(3) Need for Departure:

“The departure is needed to allow use of the entire third floor for classroom space. The increased height will allow a smaller overall building footprint while increased height for the mechanical equipment will allow all of that equipment to be located on the roof. This will free up the third floor for much needed classroom space. The alternative would be either substandard ventilation or the sacrifice of third floor space for mechanical equipment rooms.

“B. Committee Recommendations

“The Committee concluded that, so long as the District remained committed to the design as generally presented at the departure meeting, the impacts of the increased height were minimal and that the departure could be granted. Therefore, the committee recommended approval of the departure on condition that the mechanical penthouses are located near the center of the building generally as shown on the drawings presented at the meeting.

“Similarly, the Committee concluded that the assurances by the District that nighttime disturbing noise be kept below the ambient noise level should be made a condition of granting the departure.

“Recommendation 2 - That the departure for greater than allowed height be approved on condition that the mechanical penthouses are located as close to the center of the building as practical and designed to reduce nighttime disturbing noise to below the ambient noise level as measured at adjacent residential properties.

“Departure #3 Allow continued on-street bus loading

“A. Review of Departure Request in Relationship to Approval Criteria

“(1) Relationship to the Surrounding Area:

“(a) Appropriateness in relationship to the character and scale of the surrounding area –

“The busses currently load on this street and the requested departure would represent no real change for the current situation. Bus loading on 45th Avenue SW. does not appear to cause problems at this time and it is unlikely that this would change in the future. The neighborhood is uniformly single family residential and all streets surrounding and leading to the school are paved to City standards.

“(b) Presence of edges, significant setbacks, major arterials, topographic breaks, and similar features which provide a transition in scale –

“(c) Location and design of structures to reduce the appearance of bulk;

“Since this request is for bus loading and unloading only and does not involve the development of any structure for this use this criterion does not directly apply to this request.

“(2) Impacts on housing and open space.

“There would appear to be little or no impact of granting this departure request on open space. Denying the departure might result in reductions of open space for bus loading pullouts. Since the current school site abuts single family homes on all sides, there is some impact on those homes that abut 45th Ave. SW. However it does not appear that the current situation has been overly disruptive and its continuation appears warranted.

“(3) Need for Departure

“At the present time four busses bring children to the school. This situation is likely to continue for the foreseeable future. Therefore, there will be a continued need for transportation to the school and for bus loading and unloading.

“B. Committee Recommendations

“Given the evaluation above, the Committee concluded that the departure should be granted without conditions.

“Recommendation 3 - That the departures for continued on-street bus loading be approved without conditions.”

The DCLU Director finds the recommendations of the Directory of the Department of Neighborhoods persuasive and adopts the three recommended departures from development standards with recommended conditions.

DECISION - DESIGN DEPARTURE

1. *To allow less than required on-site parking (from approx. 160 to 62).* **Conditionally Granted.**

Conditions:

- 1) The school parking lots shall be available to the general public 24 hours per day;
- 2) The greatest number of staff as practical shall be assigned to park on-site;
- 3) The school shall develop a plan for parent loading and unloading administered by the school and heavily publicized to the parents; and
- 4) The District shall apply for, and aggressively pursue, installation of four-way stop signs at the intersections of 45th Ave. SW and SW Spokane St. and 45th Ave. SW and SW Hinds St.

2. *To allow bus loading within the street right-of-way.* **Granted.**

3. *To allow building Height to exceed current limits by five feet to accommodate rooftop mechanical penthouses.* **Conditionally Granted**

Condition:

- 5) Mechanical penthouses on the roof of the structure shall be located as close to the center of the building as practical and designed to reduce nighttime disturbing noise to below the ambient noise level as measured at adjacent residential properties.

ANALYSIS - SEPA

Environmental impacts of the proposal have been analyzed in environmental documents prepared by Seattle School District Number One. These include a July 2, 2002 checklist Addendum with specific information on the Madison Middle School project, Building Excellence Phase II Capital Improvement Program, Draft, Final and Addendum Supplemental and Programmatic Environmental Impact Statements dated July 11, 2000, September 1, 2000 and November 7, 2000, respectively.

Seattle Municipal Code (SMC) section 25.05.660 provides that proposals can be conditioned or denied in order to mitigate environmental impacts. All conditions must be related to impacts identified in the environmental documents, based on adopted policies, be reasonable and capable of being accomplished. This proposal is reviewed under that substantive SEPA authority.

Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant (plans, written descriptions of the project, environmental documents, traffic report), and the experience of this agency with review of similar projects form the basis for this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment,

certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part:

"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitations)."

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse and, in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading, and Drainage Control Code (grading, site excavation, and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate short-term impacts to the environment and, with the exception of noise impacts, they will be sufficient without conditioning pursuant to SEPA policies. Further discussion of short term noise, air quality, traffic and parking related impacts follows.

Noise

There will be some grading required to prepare the building site as well as other noise generating construction activities. Noise associated with construction of the building could adversely affect the residential areas in the vicinity of the proposal site. The school occupies a full block and there are no immediately adjacent residential properties. Distances from residential properties on adjacent blocks to the areas of building demolition and construction range from approximately 200 feet to the north and south to approximately 340 feet to the west. The historic, three-story building which is proposed to remain in place will screen properties to the east from new building construction. Given the distances of the construction site from residential properties, there is reason to believe that the Seattle Noise Ordinance will provide

sufficient protection from noise created during the building demolition and most construction phases.

Also, planned for the proposed project is an extensive grading phase wherein 25,600 cubic yards of material will be excavated and approximately 10,600 cubic yards of fill imported, in the process raising the play field by approximately ten feet. The process is predicted to involve as many as 2,130 truck trips and will make use of heavy earth moving equipment. Given the high level of noise likely to be generated by earth moving activities on the site and the amount of noise trucks carrying earth are expected to create in the surrounding residential neighborhood, the limitations of the Noise Ordinance appear to be inadequate to protect the residential neighborhood. To minimize construction noise impacts to residential neighborhoods, DCLU has conditioned projects of a similar scale to limit hours of construction to 7:00 a.m. to 6:00 p.m. on weekdays and to 9:00 a.m. to 5:00 p.m. on Saturdays. This condition has been successfully applied in the past and will be imposed here for excavation and grading portions of the project.

For the reasons stated above, the SEPA Noise Policy is invoked to limit earth moving activities and the use of trucks to transport earth to and from the site to 7:00 a.m. to 6:00 p.m. on non-holiday weekdays and to 9:00 a.m. to 5:00 p.m. on Saturdays.

The Department recognizes there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this construction hours restriction. Such waivers must be approved by the Department on a case-by-case basis prior to such work.

Construction Traffic

The applicant estimates that a total of 25,600 cu. yards of material will be either removed from or imported to the site. Deliveries of other construction materials are also to be expected during the course of construction. Movement of this amount of material is expected to require as many as 2,130 truck trips. The remainder of the construction materials used will be delivered by hundreds more trucks.

As a result of these trips, a negative impact, unmitigated by existing codes and regulations, will be introduced to surrounding streets and intersections. In order to limit this negative impact as much as possible it is necessary to require a DCLU-approved Truck Trip Plan which regulates the routes trucks carrying project-related materials will take so as to limit area impacts as much as possible and the times during which they may travel sufficiently to avoid causing any unacceptable deterioration of intersection levels of service. A further condition must require that this Truck Trip Plan be followed at all times. As so conditioned, the adverse impacts of construction traffic are adequately mitigated.

Parking

Construction workers can be expected to arrive at the site in private vehicles. Construction related vehicles, too, will be driven to the site and left for periods of time. The parking of their

vehicles on neighboring streets would create a negative environmental impact in the immediate neighborhood of the proposal site which is unmitigated by existing codes and regulations. In general terms, the number of construction workers on the project site will be at a medium level during demolition, low during grading activities, and the highest during construction phase. It will be possible to provide on-site parking for most worker vehicles during most phases of construction. A foreseeable exception will be during the early stages of grading when the entire site might be affected.

In order to mitigate the negative impacts of construction workers vehicles and of other construction related vehicles on parking in the immediate area of the construction site it is necessary to condition this project to require that an on-site parking area or areas be created and maintained with capacity to accommodate all of the construction worker's vehicles and other construction-related vehicles to the maximum extent construction activities (grading, paving, landscaping, etc.) on-site will allow. These parking areas shall be maintained in a manner which prevents the tracking of mud or dust onto surrounding streets.

Air Quality

Demolition, grading and construction activities each may create adverse air quality impacts in the surrounding area. The Puget Sound Clean Air Agency ("PSCAA") regulations require control of fugitive dust to protect air quality. A PSCAA permit is required for the removal of hazardous materials such as asbestos. The Seattle Stormwater, Grading and Pollution Control Ordinance regulates on-site grading activities and requires that soil erosion control techniques be initiated for the duration of the work.

Existing regulation is sufficient to control short-term air quality impacts. In order to be certain that PSCAA reviews the proposed demolition it is necessary to file a Notice of Intent to Demolish with that Agency. A condition of this MUP will be to file a PSCAA notice prior to demolition.

Long-Term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: increased traffic and increased parking demand; possible increase in light and glare; increased bulk and scale of the building; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased energy consumption; and decreased air quality. These long-term impacts are not considered significant because the impacts are minor in scope.

Because the proposal here is to demolish much of the existing Madison Middle School, remodel the rest, construct a new building and, thereby, replace it with an essentially new school on the same site, the long-term negative environmental impacts resulting from the proposed action are those which are either a net increase from the current ones or those which result from re-configuration of the site. The student population served is expected to remain at the same level. Because on-site parking will increase from 25 to 62 spaces it is expected that parking impacts to surrounding properties will decrease slightly. Bus loading is proposed to continue on-street in

the same manner it presently occurs, also leading to no increased impact of the proposed action. No increased negative environmental impacts are expected from the reconfiguration of buildings on the site.

Historic

On January 16, 2002 the Seattle Landmarks Preservation Board designated the Madison Middle School a historic landmark with features to be preserved to include: “The exterior of the building, the main entrance hall and lobby with coved ceiling and cast plaster ornament, and the site, excluding the 1917 (sic.) gymnasium building and the portables.” On August 7, 2002 the Seattle Landmarks Preservation Board voted to grant a Certificate of Approval for Preliminary Design for “the renovation of the 1929 building and the 1931 addition, demolition of the west wings of the 1929 building, and construction of a new addition, including associated site alterations...” Pursuant to the City’s SEPA policy for Historic and Cultural Resources the determinations of the Landmarks Preservation Board are presumed to offer sufficient mitigation for impacts to historic landmarks.

Other Impacts

Several adopted codes, ordinances, and agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions); the Seattle Land Use Code (increased light and glare from new lighting of the parking), and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise, increased pedestrian traffic, increased demand on public services (in addition to police services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

CONDITIONS - SEPA

Prior To Construction Or Grading Permit Issuance

1. The owners and/or responsible parties shall submit to DCLU for review and approval a finalized Truck Route Plan which delineates the circulation routes that trucks carrying project-related materials will take and the hours they may travel so as to minimize negative traffic impacts on nearby properties, streets and intersections.
2. File a Notice of Intent to Demolish with PSCAA.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be

posted at each street. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

3. Earth moving activities and the use of trucks to transport earth to and from the site is limited the hours of 7:00 a.m. to 6:00 p.m. on non-holiday weekdays and to 9:00 a.m. to 5:00 p.m. on Saturdays.

It is recognized that there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this construction hours restriction. Such waivers must be requested at least three business days in advance, and approved by the Department on a case-by-case basis prior to such work.

4. Follow the terms and conditions of the DCLU approved Truck Route Plan.
5. An on-site parking area or areas shall be created and maintained on-site with capacity to accommodate all of the construction workers' vehicles and other construction-related vehicles to the maximum extent construction activities (grading, paving, landscaping, etc.) on-site will allow. These parking areas shall be maintained in a manner which prevents the tracking of mud or dust onto surrounding streets.

CONDITIONS – DEVELOPMENT STANDARD DEPARTURE

1. The school parking lots shall be available to the general public 24 hours per day;
2. The greatest number of staff as practical shall be assigned to park on-site;
3. The school shall develop a plan for parent loading and unloading administered by the school and heavily publicized to the parents; and
4. The District shall apply for, and aggressively pursue, installation of four-way stop signs at the intersections of 45th Ave. SW and SW Spokane St. and 45th Ave. SW and SW Hinds St.
5. Mechanical penthouses on the roof of the structure shall be located as close to the center of the building as practical and designed to reduce nighttime disturbing noise to below the ambient noise level as measured at adjacent residential properties.

Signature: (signature on file) Date: March 13, 2003
Scott Kemp, Senior Land Use Planner

Department of Design, Construction and Land Use

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